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SECURITY INFORMATION

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German Democratic Republic, USSR

STATUS REPORT ON SHIPBUILDING AND SHIP REPAIR WORK

The Pobeda, a passenger ship of 10,000 gross register tons, was brought to the Wismar Shipyard for overhaul on 14 October. Deadline for completion of the work is 31 December 1951. It appears that the actual completion date will be 15 December. 1,750 workers are assigned to the Pobeda, and the number can be increased if necessary. The main emphasis of the overhaul work is the main machine installation, consisting of two 8-cylinder diesel engines of 3,850 horsepower each. Difficulties have been encountered in the procurement of cylinder liners and cylinder heads. ^{Sixty percent of the} cylinder liners produced by the Britz Foundry were unsatisfactory, and new ones had to be cast, requiring four days each. An additional 17 days are needed for completion of installation. It will be necessary to start a second plant to work on the casting. Other work on the ship is progressing smoothly, and parts are arriving on schedule.

The Vaga, 5,750 gross register tons, is almost completed ^{at} shipyard at which this ship is being built is not specified, but is probably Wismar. Final painting is being done, and loading winches are to be delivered on 7 November. It is expected that the engine will be completely installed by 5 November. However, the 15-kilowatt generators for both the Vaga and the Vychevda are still lacking; they were to be imported from the West, and are still in West Berlin.

The Vychevda is evidently a sister ship of the Vaga and appears to be at approximately the same stage of completion. The engine is expected to be ready for dock test on 5 November.

The motor ship Rus, 14,000 gross register tons, with two 8-cylinder, 2-stroke MAN engines of 5,500 horsepower each, has been at the Warnow Shipyard for repair since 7 June 1951. It was supposed to be completed by 31 October, but various difficulties have slowed down the work. There has been a shortage of heavy tools, and many parts have been unobtainable as a result of shortages of raw materials (copper, for example) and also because of the cutting off of imports from West Germany, which made it necessary for East Germany to produce many items which it had formerly imported, with consequent loss of time. Such items include gyro compasses and gyro stabilizers. The latter is supposed to be delivered on 30 October, and ~~the engines~~ motors on 5 November. Another delaying factor was a supplemental order from the Soviet Sea Register which made it necessary to disassemble the main engine a second time.

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